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PART IV

Advertisements and Notices by Private Individuals and Private Bodies

DAMODAR VALLEY CORPORATION

The 11th September 1963

No. 50—In exercise of the powers conferred by Section 60 of the Damodar Valley Corporation Act, 1948 (14 of 1948) the Corporation with the previous sanction of the Central Government hereby makes the following regulations, namely :—

I. PRELIMINARY

1. *Short title and commencement—*

- (i) These Regulations may be called the Damodar Valley Corporation (Navigation) Regulations, 1963.
- (ii) They shall come into force on the 11th September, 1963.

2. *Definitions—*In these Regulations, unless the context otherwise requires,—

- (i) "cargo boat" means any boat which ordinarily carries all kinds of movable or personal property including animals;
- (ii) "Corporation" means the Damodar Valley Corporation;
- (iii) "flat" means a decked in boat which can ply only in tow of an inland power driven vessel;
- (iv) "goods" include wares and merchandise of every description as well as livestock;
- (v) "navigation canal" or "canal" means the canal constructed by the Corporation on the left bank of the river Damodar for navigation of vessels;
- (vi) "owner" when used in relation to goods, includes any consignee, shipper or agent for the sale or custody thereof and when used in relation to any vessel, includes any part-owner, charterer, consignee, mortgagee or agent in charge thereof;
- (vii) "passenger boat" means any boat which ordinarily carries other persons in addition to the manjhi or boatman in charge and the crew;
- (viii) "person" includes the Central Government, a State Government or a local authority;
- (ix) "power driven vessel" means any vessel propelled by machinery which is subject to the provisions of the Inland Steam Vessels Act, 1917 (1 of 1917);
- (x) "prescribed" means prescribed by orders made by the Corporation from time to time;
- (xi) "vessel" includes every description of water craft used or capable of being used as a means of transport on water;
- (xii) "wharf" includes any bank of the canal which may be improved to facilitate the loading or unloading of goods and any foreshore used for the same and any wall enclosing or adjoining such bank or foreshore.

3. *Application—*These regulations shall, unless otherwise stated, be applicable only within the navigation canal of the Corporation and shall be in addition to and not in derogation of the provisions of—

- (a) the Inland Steam Vessels Act, 1917 (1 of 1917) and the rules made thereunder;
- (b) the Indian Ports Act, 1908 (15 of 1908) and the rules made thereunder; and
- (c) the Calcutta Port Act, 1890 (Bengal Act III of 1890) and the bye-laws made thereunder.

II. REGISTRATION AND LICENCE

4. *Registration and licensing of vessels—*No vessel shall enter the navigation canal and no person shall ply a vessel within the navigation canal unless the vessel has been registered and licensed by the Corporation.

5. *Application for registration—*An application for registration of a vessel shall be made by the owner of the vessel to the officer appointed by the Corporation in this behalf in such form as may be prescribed and shall contain the following particulars, namely :—

- (a) the name and address of the owner or his duly authorised agent in Calcutta;
- (b) a description of the vessel; and
- (c) the nature of licence held or required whether for cargo or passenger or both.

6. *Method of registration—*

- (1) Every vessel requiring registration shall be surveyed by the officer appointed by the Corporation under regulation 5, who shall enter in a register to be kept by him the particulars mentioned in that regulation together with all measurements taken of the vessel under regulation 9 :

Provided that any vessel may, if the owner agrees to pay the prescribed fees, be surveyed at the owner's workshop.

- (2) If the said officer is satisfied that the provisions of these regulations have been complied with and the vessel is in good order and otherwise suitable for the purpose for which it is intended, he shall grant to the applicant therefor a certificate of registration containing such particulars as may be prescribed.
- (3) The said officer may refuse to register a vessel if she is found to be defective or if the applicant fails to furnish satisfactory evidence in support of any of the statements made in his application.

7. *Numbering of vessel—*When a vessel has been registered under regulation 6, the officer appointed under regulation 5 shall assign to the vessel, if not assigned already under the Inland Steam Vessels Act, 1917 (1 of 1917) or the rules made thereunder, a number, which together with her tonnage shall be branded thereon;

Provided that the register number of a vessel granted under the said Act or rules shall not be obliterated, defaced or tampered with but shall continue to remain in force as the identification number throughout the whole working life of that vessel and subject to such rules as may be in force from time to time.

8. *Cancellation of registration*—Subject to the provision contained in regulation 7, the register number assigned to a vessel under these regulations shall remain in force as an identification number thereof throughout the whole working life of the vessel unless—

- (a) the vessel remains unlicensed for a period of three years;
- (b) the vessel is condemned by the authorised officer of the Corporation as unfit for further service;
- (c) the number branded on the vessel becomes obliterated and cannot otherwise be traced;

or

- (d) the dimensions of the vessel are altered.

9. *Method of measurement*—Every vessel shall, for the purpose of these regulations, be measured on the basis and in the manner prescribed.

10. *Application for licence*—An application for a licence for a vessel shall be made by the owner of the vessel to the officer appointed by the Corporation in this behalf in such form as may be prescribed and shall contain the following particulars :—

- (a) The name and address of the owner or his duly authorised agent in Calcutta;
- (b) a description of the vessel;
- (c) the register number branded on the vessel under regulation 7; and
- (d) the name of the manjhi in charge of the vessel.

All licences granted and registration effected under this regulation shall be in such form, shall be valid for a voyage or for such time, and shall contain, or be subject to, such conditions as the Corporation may from time to time prescribe.

11. *Method of licensing*—

- (1) Every vessel requiring a licence shall be surveyed by the officer appointed under regulation 10 who shall—
 - (a) issue a licence, if the vessel be found to be in good order and suitable for the purpose for which it is intended;
 - (b) indicate, if the vessel be not in good order, the repairs or alterations necessary before a licence can be granted;

Provided that any vessel may, if the owner agrees to pay the prescribed fee, be surveyed at the owner's workshop.

- (2) Every vessel so licensed shall have her register number in figures not less than six inches high painted on both bows.

12. *Survey by outside agency*—The Corporation may in its discretion generally or in particular cases get the work of survey of a vessel if not already done under the Inland Steam Vessels Act, 1917 (1 of 1917), done by such outside agency as it may decide.

13. *Automatic registration and licensing of certain vessels*—Where an application is made under these regulations for the registration or licensing of a vessel, registered or licensed, as the case may be, under the Inland Steam Vessels Act, 1917 (1 of 1917) or under the Calcutta Port Rules framed under the Indian Ports Act, 1908 (15 of 1908), the officer concerned shall, on receipt of such application and on being furnished with satisfactory proof of the fact of such registration or licence, grant to the applicant a certificate of registration or licence under these regulations.

14. *Manjhi's licence*—

- (1) No vessel shall be allowed to ply within the navigation canal unless it is in charge of a manjhi licensed by the Corporation. The manjhi's licence, which is not transferable, shall ordinarily be issued at the same time as the licence for the vessel.

- (2) A manjhi newly placed in charge of a vessel shall himself apply to the Corporation for a licence and shall produce the licence of the vessel in his charge on which his name shall be entered by the office granting the licence.

15. *Scope and duration of licence*—Every licence granted under these regulations shall entitle the holder to navigate the relative vessel in the navigation canal and to enjoy and use all facilities and conveniences provided by the Corporation for such purpose and shall continue to be in force for one year from the date on which it is granted unless it is duly revoked earlier.

16. *Vessel with expired licence to apply for unloading permit*—A vessel arriving in the navigation canal with a licence which has expired and wishing to discharge cargo shall at once apply for an unloading permit at the nearest canal office. For returning or further plying in the canal, the manjhi in charge of the vessel shall apply for and obtain a licence for the vessel.

17. *Inspection of licences*—Every manjhi in charge of a vessel plying in the navigation canal shall carry his own licence as well as the licence of the vessel each of which shall be produced whenever required by a Police Officer or by any other officer duly authorised by the Corporation. The licence of a passenger boat shall be produced for inspection also at the request of any passenger.

III. TOLLS

18. *Payment of tolls*—Tolls at such rates as may from time to time be fixed by the Corporation under sub-section (1) of section 24 of the Damodar Valley Corporation Act, 1948 (14 of 1948) read with section 6 of the Canals Act, 1864 (Bengal Act V of 1864), shall be paid in respect of all vessels entering upon or passing along the navigation canal :

Provided that such toll shall be payable only so long as the line of navigation concerned is open.

19. *Notification of rates of toll*—Notification of the rates of toll and of the places of collection shall at all times be exhibited in Hindi, Urdu, Bengali and English to public view at every toll house where toll is levied.

IV. CREW, LOAD LINE ETC.

20. *Crew for passenger or cargo boat*—Every passenger or cargo boat plying within the canal shall carry the crew (dandees and manjhis) in such number as is laid down in the Calcutta Port Rules framed under the Indian Ports Act, 1908 (15 of 1908).

21. *Exhibition of passenger plate*—Every vessel licensed to carry passengers shall exhibit a passenger plate on which shall be shown in English, Hindi and Bengali the register number of the vessel, the licence number, the number of passengers authorised to be carried and the number of her crew.

22. *Load line to be indicated on cargo-boat*—A vessel having registered measurement tonnage exceeding 10 tons shall have her load line indicated by a conspicuous mark cut into the hull and painted white on dark ground, which shall at no time be submerged.

V. EXCEPTED ARTICLES, FIREARM AND DANGEROUS ANIMALS

23. *Landing of objectionable cargo*—The Corporation may refuse to permit to be landed for import or received for export any cargo of a dangerous or objectionable nature (hereinafter called the excepted articles) which will, in its opinion, imperil the safety of persons or damage the flooring, the shed or quay or any part of its property or injuriously affect any other cargo.

24. *Notice for landing of excepted articles*—The owner of a vessel shall give 24 hours' notice before excepted articles are landed for import or received for export. Delivery shall be taken by importers immediately after such articles are landed by the vessels and shipment shall be made by the vessels immediately after such articles are received from exporters.

25. *Landing of Carbide of Calcium*—Carbide of Calcium shall not be landed without the previous permission in writing of the Corporation or its duly authorised officer. Such permission shall be given only when the owner of the Carbide of Calcium is present and ready to take delivery.

26. *Cylinders containing gases and liquids*—Packages consisting of cylinders containing gases and liquids under pressure shall not be stored in or discharged from or shipped into vessels unless they comply in every respect as to construction, marking and other matters with the Gas Cylinder Rules, 1940. All working precautions prescribed in the Gas Cylinder Rules, 1940, shall also be carefully taken and in addition, the following working restrictions shall be strictly observed :—

- (i) No Cylinders containing gases or liquids under pressure shall be loaded or discharged during night;
- (ii) Cylinders containing gases or liquids under pressure may be discharged on the wharf for direct delivery.

27. *Petroleum or products thereof*—No vessel shall carry petroleum or petroleum products within the canal unless she has been licensed by the appropriate authority in accordance with the Petroleum Rules, 1937.

28. *Explosives*—No vessel shall carry explosives within the canal without the previous permission in writing of the Corporation.

29. *Fire-arms*—No loaded gun or other loaded fire-arm shall be carried or kept on board any vessel in the canal.

30. *Dangerous animals*—No dangerous animal shall be carried or kept on board any vessel in the canal.

VI. PRECAUTIONS AGAINST FIRE

31. *Unprotected fire or light prohibited*—No person shall use any unprotected fire or light or smoke tobacco or other substance or ignite matches or other inflammable articles in any shed or warehouse or on any pier or quay or near a hatchway or in the hold of any vessel.

32. *Use of fire prohibited on vessel containing inflammable things*—No fire or open or unprotected light of any description shall be used on a vessel containing petroleum, jute, hay or straw.

33. *Heating or cooking fires*—Fires of coal, charcoal or coke are permitted in the cabins, deckhouses, forecastles or cabooses of a vessel in the canal provided that the Corporation may, on any abuse of such permission, prohibit or restrict the lighting of fires on that vessel.

VII. PROHIBITION OF DISCHARGE OR FALL OF OBJECTIONABLE LIQUIDS AND MATTERS

34. *Discharge of objectionable liquids*—

No person shall—

- (a) wilfully discharge or permit or suffer to be discharged any petroleum or other inflammable liquid into the canal or in or on any wharf;
- (b) wilfully throw or permit or suffer to be thrown any liquid of obnoxious character or any filth or rubbish into the water of the canal.

35. *Ashes and rubbish*—No person shall throw or permit or suffer to be thrown or landed or to fall, ashes, sweepings or rubbish of any kind at any point of the canal except under such conditions as may be approved by the Corporation.

VIII. PROHIBITION AND RESTRICTION ON MOVEMENT FOR FACILITY OF NAVIGATION

36. *Protection of navigation waters*—

No person shall—

- (a) lay or place any cargo, goods or other articles upon a vessel or upon any wharf or jetty in such a position or manner that the same or any part thereof is likely to fall into the water and therefore to become detrimental to navigation or cause damage to shipping;
- (b) cast or throw or permit or suffer any cargo, goods or other articles or any ballast or rubbish to fall into the canal.

37. *Vessel how to be plied*—A vessel may ply in the canal being propelled by power, oars, towing, tugging or otherwise :

Provided that no vessel shall be allowed to ply in the canal by sail except by special permission of the Corporation.

38. *Vessels to pass or make fast in single lines*—

- (1) Vessels shall pass through and ply in the canal in a single line in one direction.

- (2) Vessels shall not make fast in the canal except in a single line along its bank or the bank or the river entrance to the lock.

39. *Mooring of vessel*—At places where mooring posts have been provided by the Corporation vessels desiring to moor shall be made fast in a single line along the bank to such posts in such manner as the duly authorised officer of the Corporation may direct, and shall not be moored in any other manner.

40. *Anchoring of vessel*—No vessels shall anchor inside the canal in such a position or in such a manner as to cause obstruction to easy navigation of vessels in the Canal.

41. *Fastening of vessel*—No vessel or cargo shall be fastened to any rail or crane or any other moveable structure in the canal.

42. *Idle boats prohibited at wharves*—No vessel shall lie at any wharf except while she is in the process of receiving or discharging cargo or passengers. (This would cover the time while the vessel is not actually loading or discharging cargo but is required to be alongside for such purposes.)

43. *Hauling up of vessel*—

- (1) No vessel may be hauled up for repairs on the bank of the canal without the previous written permission of the duly authorised officer of the Corporation, except in the event of an emergency when either due to collision, leakage or any other cause, there is a likelihood of the vessel sinking, in which case the vessel may be directly hauled up on the bank and the matter immediately reported to the aforementioned authority. A rent calculated at the prescribed rate shall be charged for the time the vessel occupies the bank.

- (2) No vessel shall after such repairs be launched in the canal without the previous written permission of the said officer.

44. *Placing of vessel*—No vessel shall be placed outside another vessel made fast or in the canal in such a position as to endanger the safety or obstruct the canal.

45. *Mooring of vessels and tugs waiting for entry in the Canal*—Vessels and tugs awaiting entry to the canal shall be moored or moved in such a manner as may be specified by the Corporation in order to prevent obstruction to the outward bound traffic from the canal.

46. *Vessels under tow etc. to have priority*—Vessels under tow and laden vessels shall have priority of movement irrespective of the direction of such movement.

47. *Vessels plying oars to give way to vessels under tow*—Vessels plying in the canal with oars, shall, when requested, pull in their oars and give way to vessels under tow.

48. *Preference to vessels towed by power*—If two vessels under tow are ready to enter a lock, preference shall at all times be given to the vessel towed by power.

49. *Provision for signals at lock*—A system of signals shall be provided for the direction of traffic at each lock and if possible, for the particular vessels to move.

50. *Corporation's right to put ban or restriction on towage*—In the event of development of traffic inside the canal and congestion therein in consequence or otherwise, the Corporation may put such ban or restriction on the nature of towage as it may deem necessary upon issue of proper notice in that behalf and enforce compulsory towage.

IX. GENERAL PROHIBITION AND RESTRICTIONS

51. *Vessels with draught greater than six feet not to enter Canal*—No vessel with a draught greater than six feet shall enter or operate in the canal provided that the Corporation may, when necessary, vary the prescribed limit of draught for different levels of the canal.

52. *Vessel with breadth exceeding eighteen feet not to pass through locks*—No vessel whose extreme breadth, including permanent wooden fenderings overhanging cargo, exceeds eighteen feet shall pass through the locks except with the previous written permission of the Corporation.

53. *Fenders to be provided in iron built vessels*—No iron built vessel with outside angle iron projecting beyond the wooden fenders shall be allowed to enter the locks unless proper fenders are provided against such angle iron to prevent it from causing damage to the lock.

54. *Overloaded or uncanal-worthy vessel not to proceed through canal*—No vessel which is overloaded or uncanal-worthy shall proceed along any part of the canal until the same is made safe to the satisfaction of the Corporation.

55. *Removal of projections*—All projections from a vessel which are likely to impede or obstruct movement of traffic in the canal, or damage any lock, wharf, quay or any equipment or which may at any time interfere with the loading or discharging of other vessels shall be removed on requisition by a duly authorised officer of the Corporation.

56. *Sinking of vessel prohibited*—No person shall wilfully or negligently allow a vessel to sink in the canal.

57. *Removal of sunken vessel*—If within 48 hours after the occurrence of the wreck of a vessel prompt measures are not taken by its owner to remove the sunken vessel from the line of navigation, the Corporation may, at his risk and expense, make its own arrangements for removing the same provided that when the wreck obstructs the fairway, it shall, at the owner's risk and expense, take such steps immediately.

58. *Interference with equipment prohibited*—No person shall open or shut or attempt to open or shut any lock gate or sluice valve or otherwise interfere with any machinery, apparatus or other equipment belonging to the Corporation.

59. *Entry on wharf etc. except on business or causing nuisance thereon prohibited*—No person shall enter or remain on any wharf, jetty, pier, quay or other navigation property of the Corporation except on lawful business or do or cause to be done anything which is likely to create a nuisance.

60. *Hawker's licence*—No person shall, without or otherwise than in conformity with the terms of a license granted by the Corporation in this behalf sell, expose or hawk about for sale any food, article or goods on a wharf or other landing place or upon a vessel lying at or within the limits of a wharf.

61. *Vessel to be in charge of responsible persons*—Every vessel shall at all times be in charge of a manjhi and have an adequate number of crew on board.

62. *Inspection of vessel*—Any vessel may, before leaving the canal, be inspected by any Police Officer not below the rank of Sub-Inspector or any other officer duly authorised by the Corporation.

63. *Use of Searchlight*—Searchlights may be used by vessels for navigational purposes, provided that no searchlight shall in any circumstance be directed so as to interfere with the navigation of any vessel underway.

64. *Corporation not responsible for loss or damage*—The Corporation shall not be responsible for any loss or damage to any vessel or cargo through neglect or omission on the part of any employee of the Corporation or arising out of delay in opening locks, breakdown of lock system, damage to canal or any of its structures, excessive surging, obstruction caused by other vessels or for any other reason.

65. *Obligation to compensate Corporation*—The owner of a vessel using the canal shall compensate the Corporation for any loss or damage to its property, howsoever the same may be caused by him.

X. PREVENTION OF COLLISION

66. *Vessels to comply with rules for prevention of collision*—All vessels while in the Canal shall observe and comply with the rules set out in the Appendix for prevention of collision in the canal.

XI. PENALTY

67. (1) Whoever—

(a) fails to comply with any direction lawfully given to him or any request or requisition lawfully made upon him under any of the foregoing regulations, or

(b) otherwise contravenes any such regulation, shall be punishable with fine which may extend to fifty rupees and in the case of a continuing failure or contravention, with an additional fine which may extend to ten rupees for every day during which the failure or contravention continues after receipt of written notice from the Corporation to discontinue the same.

(2) In case of a recurring contravention or failure under sub-regulation (1), the licence issued in respect of a vessel to ply in the canal shall, in addition to the fine that may be imposed under that sub-regulation, be liable to revocation or refusal for renewal, as the case may be.

APPENDIX

(See regulation 66)

RULES FOR PREVENTION OF COLLISION IN THE CANAL

1. (1) These rules may be called the Damodar Navigation Canal (Prevention of Collision) Rules.

(2) They shall be complied with by all vessels while in the canal and the rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of proper lookout.

2. In these rules, unless the context otherwise requires—

- (i) "power-driven vessel" means any vessel propelled by machinery;
- (ii) every power-driven vessel which is under sail and not under power shall be considered as a sailing vessel, and every vessel under power, whether under sail or not, shall be considered a power-driven vessel;
- (iii) "prolonged blast" means a blast of from four to six seconds' duration;
- (iv) "short blast" means a blast of about one second's duration;
- (v) "tons" means gross tons.
- (vi) a vessel is "under way" when she is not at anchor, or made fast to the shore or a ground;
- (vii) "vessel" includes every description of water craft other than a sea-plane on the water, used or capable of being used as a means of transportation on water;
- (viii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (ix) "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) "whistle" means whistle or siren;

3. (1) A power-driven vessel when under way, shall carry—

- (i) on or in front of the foremast, or if a vessel without a foremast, then, in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (11¼ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side and of such a character as to be visible at a distance of at least 3 miles;
- (ii) on the Starboard side, a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11¼ degrees) so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 3 miles;
- (iii) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11¼ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side and of such a character as to be visible at a distance of at least 2 miles.

(2) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

4. (1) A power-driven vessel when towing or pushing another vessel shall in addition to her sidelights, carry two bright white lights in a vertical line one over the other not less than 3 feet apart, and when towing more than one vessel shall carry an additional bright white light 3 feet above or below such lights, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 300 ft. Each of these lights shall be of the same construction and character and one of them shall be carried on the same position as the white light mentioned in rule 3(1)(i), except the additional light, which shall be carried at a height of not less than 3 feet above the hull. In a vessel with a singlemast, such lights may be carried on the mast.

(2) The towing vessel shall also show either the stern light which shall be visible as specified in rule 2(vi) or in lieu of that light a small white light abaft the funnel or after-mast for the tow to steer by, but such light shall not be visible forward of the beam.

5. (1) A vessel which is not under command shall carry, where they can best be seen, and if a power-driven vessel, in lieu of the light required by rule 3(1) two red lights in a vertical line one over the other not less than 3 feet apart and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen two black balls or shapes each not less than 1 foot in diameter.

(2) The vessel referred to in this rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(3) The lights and shapes required to be shown by this rule are to be taken by other vessels and sea-planes as signals that the vessel showing them is not under command and cannot therefore get out of the way.

(4) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in rule 22.

6. (1) A sailing vessel underway a cargo boat propelled by oars or other manual means underway and any vessel being towed shall carry the same lights as are prescribed by rule 3 for a power-driven vessel underway, with the exception of the white light specified therein, which they shall never carry. They shall also carry stern lights which shall be visible as specified in rule 4(2) provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in the same rule.

(2) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the portside a red light, which shall have the same characteristics as the lights described in rule 3(1) and shall be screened as provided in rule 3(2) provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

(3) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(4) The vessel and boats referred to in this rule shall not be required to carry the lights or shapes prescribed in rule 4(1).

7. (1) A vessel when underway shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from the right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the sidelights.

(2) Nothing in this rule shall apply to rowing boats.

8. (1) A vessel when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least 1 mile.

(2) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where

it can best be seen one black ball not less than 1 foot in diameter.

(3) A vessel aground shall carry by night the light prescribed in sub-rule (1) and the two red lights prescribed in rule 4(1). By day she shall carry, where they can best be seen, three black balls, each not less than 1 foot in diameter, placed in a vertical line one over the other not less than 3 feet apart.

(4) Nothing in sub-rule (3) shall apply to rowing boats.

9. In fog, mist, falling snow, heavy rain-storms or any other conditions similarly restricting visibility whether by day or night the signals prescribed in these rules shall be used as follows:—

(a) A power-driven vessel making way through the water shall sound at intervals of not more than 1 minute a prolonged blast.

(b) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 1 minute two prolonged blasts with an interval of about 1 second between them.

(c) A vessel when at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds.

(d) A vessel when towing and a vessel underway which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these rules shall, instead of the signals prescribed in clauses (a) and (b) sound, at intervals of not more than 1 minute, three blasts in succession, namely one prolonged blast followed by two short blasts.

(e) A vessel aground shall give the signal prescribed in clause (c) and shall in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.

(f) All other vessels such as rowing boats shall not be obliged to give the above-mentioned signals, but if they do not, they shall make some other efficient sound signal at intervals of not more than 1 minute.

10. (1) Every vessel shall in fog, mist, heavy rain-storms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(2) A power-driven vessel hearing, apparently forward of her beam—the fog-signal of a vessel the position of which is not ascertained shall so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

11. When two power-driven vessels are meeting end on, or nearly end on so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This rule shall apply only to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective course, pass clear of each other. The only cases to which it shall apply are when each of two vessels is end on or nearly end on, to the other, in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It shall not apply, by day, to cases in which a vessel sees another ahead crossing her own course or by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light, or a green light without red light is seen ahead or where both green and red lights are seen anywhere but ahead.

12. When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

13. When a power-driven vessel and any other vessel are proceeding in such directions as to involve risk of collision, except as provided in rule 16, the power-driven vessel shall keep out of the way of the other vessel.

14. Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving way vessel along, she also shall take such action as will best aid to avert collision.

15. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

16. Every power-driven vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

17. (1) Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(2) Every vessel coming up with another vessel from any direction more than 2 points (22½ degrees) abaft her beam i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels within the meaning of these rules shall relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(3) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel she shall assume that she is an overtaking vessel and keep out of the way.

18. (1) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(2) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the further side of the bend is heard, such bend shall be rounded with alertness and caution.

19. In complying with and construing these rules, due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the craft involved, which may render a departure from these rules necessary in order to avoid immediate danger.

20. (1) When vessels are in sight of one another, a power-driven vessel underway, in taking any course authorised or required by these rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard".

Two short blasts to mean "I am altering my course to Port".

Three short blasts to mean "My engines are going astern".

(2) Whenever a power-driven vessel which, under these rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under rules 19 and 21 or any other rule or of her duty to indicate any action taken under these rules by giving the appropriate sound signals laid down in this rule.

21. Nothing in these rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequence of any neglect to carry lights or signals, or of

any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seaman, or by the special circumstances of the case.

22. When a vessel is in distress and requires assistance from other vessel or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

(a) A continuous sounding with any fog-signal apparatus.

(b) A signal consisting of a square flag having above or below it a ball or anything resembling ball. The use of any of the above signals, except for the purpose of indicating that a vessel is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

23. All orders to helmsman shall be given in the following sense right rudder or starboard to mean "put the vessel's rudder to starboard", left rudder or port to mean "put the vessel's rudder to port".

24. Traffic proceeding upwards towards Durgapur shall have priority over the downward traffic.

25. The lights and shapes required to be carried or shown under these rules must be approved by the Mercantile Marine Department.

By order

H. N. RAY

General Manager and Secretary

INDIAN AIRLINES CORPORATION

NOTICE

Indian Airlines Corporation have decided to make, without prejudice to their conditions of Carriage, *ex-gratia* payments to the legal heirs of the passengers killed in the accident to its Viscount aircraft VT-DIO on 11th September 1963, near Agra, on the following scale—

- (i) Rs. 42,000 per passenger of 12 years or more of age;
- (ii) Rs. 21,000 per passenger of 2 years but less than 12 years of age, and
- (iii) Rs. 4,200 per passenger of less than 2 years of age on the date of the said accident.

2. Application for the grant of *ex-gratia* payments may be sent, duly supported by Succession Certificates granted by a competent Court of Law to the Secretary, Indian Airlines Corporation, Airlines House, 113 Gurudwara Rakabganj Road, New Delhi.

P. C. KAPUR

for Secretary

Indian Airlines Corporation

CHANGE OF SURNAME

Shri Surendra Ranjan Deb, Assistant Station Master, Hijiguri Rly. Station, N.F. Rly. under District Operating Superintendent N.F. Rly., Tinsukia son of late Kedar-nath Deb, shall be known "Shri Surendra Ranjan Guha" and shall at all times hereafter in all records, deeds and writings and in all proceedings, dealings and transactions whatsoever use and sign Shri Surendra Ranjan Guha in place of substitution of his former surname "Deb".

CHANGE OF NAMES

For SADOO BHAWOO KAMBLE read SADASHIV BHAWOO KAMBLE.

I, Ram Das holding T/N. 173, under District Controller of Stores, Halisahar, E. Rly. am the son of Late Mithai and not late Binna as recorded in my service record.

"I, hitherto known as DAVENDRA SINGH son of Shri NANU SINGH SIROHI employed as EDUCATION OFFICER in I.A.F. residing at No. 3 G.T.S. AIR FORCE STATION, JALAHALLI, BANGALORE-15 have changed my name and shall hereafter be known as "DAVENDRA SINGH SIROHI".

(D. SINGH) PLT. OFFR.
(Signature in the existing name)

"I, hitherto known as SURINDER PARKASH son of Shri LAHORI MAL MOHINDRA employed as FOREMAN in L.R.D.E. HIGH GROUNDS, BANGALORE have changed my name and shall hereafter be known as SURENDRA PRAKASH MOHINDRA."

SURINDER PARKASH

(Sd. in existing name)

I, DHIREN CHANDRA NATH son of late Bhushan Chandra Nath, Carpenter, T/No. M 1194, M Shop E. Rly., Lillooah, Distt. Howrah hereby declare that my correct name is Dhiren Chandra Nath and not Dharendra Kumar Nath. Therefore, I shall be called Dhiren Chandra Nath.

"I, hitherto known as Kuldip son of Shri Bindeswari Sahani employed as Lineman Telephone in Suri Telephone Exchange, P.O. Suri, Dt. Birbhum (W.B.), have changed my name and shall hereafter be known as Kuldip Sahani."

KULDIP SAHANI

(Sd. in existing name)

"I, hitherto known as Miss M. Bullemmai, daughter of Shri M. Rama Rao, Telephone Operator, Telephone Exchange, Trunks, Secunderabad (AP), 6519, Kummerguda, Secunderabad-3 (AP) have changed my name and shall hereafter be known as Miss M. Kamala Kumari."

M. KAMALA KUMARI

(Sd. in existing name)

- (1) *Present name* : B. N. RAMASWAMY Iyengar.
- (2) *Proposed name* : B. N. RAMASWAMY.
- (3) *Occupation* : Assistant, Life Insurance Corporation of India, Divisional Office, Jeevanprakash, P.H.S. Invoice, Bangalore-2.
- (4) *Father's name* : Late Shri B. N. Narasimha Iyengar.

By an Affidavit of 21st August 1963 in the Presidency Magistrate Court, Calcutta, Somorendranath Bhattacharjya of 10 Haradeb Bhattacharjee Lane, Shibpore, Howrah, West Bengal will be in future known by the name of Somorendranath Mukherjee.

I, Rachhpal Singh s/o Shri Bikram Singh Subedar now working in the National Dairy Research Institute (Govt. of India) Karnal, have changed my name from Rachhpal Singh to Rachhpal Singh Chauhan.

"I, hitherto known as B. SREENIVASA DIXIT son of Shri B. Gurunatha Dixit employed as a Telephone Operator in the P & T Deptt., Hubli Telephone Exchange, Hubli, have changed my name and shall hereafter be known as B. SRINIVAS."

B. SREENIVASA DIXIT

I, Lokhan Mudur, s/o late Baji Muduli, Peon, G.M's office, S.E. Rly., Calcutta have changed my name as Lakhan Muduli.

"I, son of Sh. Bulaqi Ram, serving in NORTHERN RAILWAY (ACCOUNTS) at DELHI, have changed my name from LAHORI MALL TO LAHORI MALL BABBER."

It is notified that Sri A. RANGASWAMY Asstt. Stn. Master, Badlapur, C.R. has changed his name as A. RENGASWAMY, the latter name being the equivalent of his name in his mother tongue, Tamil.

I have changed my name from "Tukkappa Manjappa Madar" to Tukkappa Manjappa Gejji.

"I, hitherto known as P. N. Lomte son of Shri Narayanrao Lomte employed as a clerk in G.M.'s Office Compilation Br. C. Rly., Bombay V.T., have changed my name and shall hereafter be known as L. T. Korekar."

P. N. LOMTE

(Sd. in existing name)

I do hereby declare that I like to assume my name as "RAGHUNANDAN RAY" instead of "Raghunandan".

"Consequent on the marriage, Kum. Ashalata Vishvanath Hardikar desires to be known and addressed as Smt. Shailaja Purushottam Nakhare.

Address : c/o P. S. Nakhare

19, Khot Building,

Akshikar Street,

Dadar-Bombay-28.

Kum. ASHALATA VISHVANATH HARDIKAR

I hitherto known as Nathu son of Shri Hira (HIRA) employed as Labourer in COD Delhi Cantt. residing at A-16 Fatch Nagar, New Delhi-18, have changed my name and shall hereafter be known as Nathaniyal Lal Andriyas.

NATHANIYAL LAL ANDRIYAS

(Sd. in existing name)

I, Magan Behari Rohatgi son of late L. Sunder Lal Rohatgi resident of 1294, Vakil Pura, Delhi-6 will be known in future as Magan Behari Rohatgi *Alias* Bankey Behari Rohatgi.

Sri DIL KESHWAR RAM Postman Barabazar Post Office of 3/2C, Biswanath Moti Lal Lane, Calcutta-12, shall henceforward be known as DIL KESHWAR SINGH on the strength of an affidavit sworn before the Presidency Magistrate, Calcutta.

NOTICE

"Notice is given for information of all concerned that Messrs. Atlas Trade & Industrial Co. of India Private Ltd., New Delhi-5, is declared in liquidation and is wounded up *vide* special resolution passed on 21-9-1963."

FORM NO. 155

(See Rule 329)

Members Voluntary Winding Up

Notice convening final meeting.

Name of the Company.—The Coimbatore Indian Industries Ltd. (In voluntary liquidation), Coimbatore.

Notice is hereby given in pursuance of section 497 that a general meeting of the members of the above-named company will be held at 5/51, Grey Town, Coimbatore on 23rd day of November 1963 at 4-30 p.m. for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the company disposed of and of hearing any explanation that may be given by the liquidator and also of determining by a special resolution of the Company, the manner in which the books, accounts and documents of the company and of the liquidator shall be disposed of.

Dated this 12th Day of September 1963.

Sd. N. VELAPPAN

Signature of the liquidator

NOTICE TO CREDITORS

Estate : Alexander Vernon Nihlett Deceased

Pursuant to Section 360 of Act XXXIX of 1925 all persons having claims against the estate of the abovenamed deceased late of Suite No. 3, 2/1, Loudon Street, Calcutta, Managing Director of British Paints (India) Ltd., who died at St. Vincents Co-operative Nursing Home, 2/1, Harrington Street, Calcutta, on the 4th August, 1962, and Letters of Administration with copy Will annexed, to whose estate have been granted by the High Court at Calcutta to Mr. Framjee Cursetjee Heetjeebhoy Rustomjee

of Nos. 5 and 7, Netaji Subhas Road, Calcutta, Solicitor, are hereby required to send full particulars of their claims on or before the 31st October 1963, to the undersigned after which date the Administrator will proceed to distribute the assets without regard to any claims except those of which notice is received.

Dated, the 26th day of September, 1963.

SANDERSONS & MORGANS

Solicitors to the Administrator
abovenamed

5 & 7, Netaji Subhas Road, Calcutta-1